AMENDMENTS TO THE CLAIMS

1. (Canceled)

2. (canceled)

3. (currently amended): The device as claimed in claim ~~2~~ 5,

wherein the control unit has an output and is designed such that the control unit produces a warning signal at its output when the time difference value exceeds a predetermined threshold value.

4. (canceled)

5. (currently amended): A device for a rail vehicle having a control unit, which:

determines a distance between the rail vehicle and a respective intended next stop using a measured location measured value which indicates a location of the rail vehicle, and predetermined, stored route data,

determines a remaining traveling time to the next stop using a measured time measured value, which indicates a respective time, and a predetermined, stored timetable, and

forms a recommended drive switching-off time taking account of the determined distance, of the determined remaining traveling time, of a speed measured value, which indicates the speed of the rail vehicle, and predetermined coasting data, which describes the coasting behavior of the rail vehicle when a drive of the rail vehicle is switched off, from which drive switching-off time the rail vehicle will reach the intended next stop on time in accordance with the respective timetable without being driven, and

having an output device which is connected to the control unit and is driven by the control unit, and which produces a switching-off signal which indicates the recommended drive switching-off time,

wherein the device has a data input at which an actual value signal which indicates the actual drive switching-off time can be entered in the device, with the actual drive switching-off time

indicating that time at which the drive is actually switched off after the switching-off signal was produced, and

the control unit has a memory which stores the actual drive switching-off time and the respectively associated, recommended drive switching-off time, for evaluation, wherein

the control unit is designed such that it forms a time difference value by forming the difference between the actual drive switching-off time and the respectively associated recommended drive switching-off time,

the control unit is designed such that it forms a delay value using at least the respectively most recently formed time difference value, and determines the respectively most recent recommended drive switching-off time furthermore taking into account this delay value which has been formed, and

~~The device as claimed in claim 4,~~

~~wherein~~ the control unit is designed such that it calculates an auxiliary switching-off time, taking account of the determined distance, the determined remaining traveling time, the speed measured value, which indicates the speed of the rail vehicle, and the predetermined coasting data, which describes the coasting behavior of the rail vehicle when the drive is switched off, from which said auxiliary switching-off time the rail vehicle will reach the intended next stop on time in accordance with the respective timetable without being driven, and forms the difference between the auxiliary switching-off time and the delay value to determine an advanced drive switching-off time, and treats the advanced drive switching-off time as the recommended drive switching-off time.

6. (currently amended): The device as claimed in claim ~~1~~5,

wherein the control unit is designed such that it determines the recommended drive switching-off time by additionally taking into account a predetermined braking profile and a predetermined minimum speed which, if not met ~~undershot~~, would result in the rail vehicle being braked in accordance with the predetermined braking profile in the phase when it is approaching the next stop without being driven.

7. (canceled)

8. (currently amended): The method as claimed in claim ~~7~~10,

wherein a warning signal is produced if the time difference value exceeds a predetermined threshold value.

9. (canceled)

10. (previously presented): A method for producing a switching-off signal, comprising:

determining a distance between a rail vehicle and a respectively intended next stop taking into account a measured location measured value, which indicates a location of the rail vehicle, and predetermined, stored route data,

determining a remaining traveling time to the next stop taking into account a measured time measured value, which indicates a respective time, and a predetermined, stored timetable, and

forming a recommended drive switching-off time from which the rail vehicle will reach the intended next stop on time in accordance with the respective timetable without being driven by taking account of the determined distance between the rail vehicle and the respectively intended next stop, the determined remaining traveling time, a speed measured value which indicates a speed of the rail vehicle, and predetermined coasting data, which describes coasting behavior of the rail vehicle when a drive of the rail vehicle is switched off, and

producing a signal which indicates the recommended drive switching-off time as the switching-off signal,

wherein the actual drive switching-off time is determined at a time in which the drive was actually switched off after producing the switching-off signal, and

a time difference value is, in each case, formed by forming a difference between the actual drive switching-off time and the respective recommended drive switching-off time, wherein

a delay value is formed using at least the respective most recently formed time difference value, and

the respective most recent recommended drive switching-off time is determined furthermore taking into account this delay value which has been formed, and

~~The method as claimed in claim 9,~~

~~wherein~~ taking account of the determined distance, the determined remaining traveling time, the speed measured value which indicates the speed of the rail vehicle, and the predetermined coasting data, which describes the coasting behavior of the rail vehicle when the drive is switched off, an auxiliary switching-off time is calculated from which the rail vehicle will reach the intended next stop on time in accordance with the respective timetable without being driven, and by forming the difference between the auxiliary switching-off time and the delay value, an advanced drive switching-off time is determined, and the advanced drive switching-off time is treated as the respective most recent recommended drive switching-off time.

11. (Currently amended): The method as claimed in claim ~~7~~10,

wherein the recommended drive switching-off time is determined by additionally taking into account a predetermined braking profile and a predetermined minimum speed which, if not met~~undershot~~, would result in the rail vehicle being braked in accordance with the predetermined braking profile when the rail vehicle is approaching the next stop without being driven.

12. (Currently amended): An arrangement having a device as claimed in claim ~~1~~5 and having an evaluation device which is connected to a data output of the device,

which evaluation device reads from the device data signals which indicate the stored actual drive switching-off time and the respective associated, recommended drive switching-off time, and

forms a time difference value by forming the difference between the actual drive switching-off time and the associated recommended drive switching-off time.

13. (previously presented): The arrangement as claimed in claim 12,

wherein the evaluation device is an evaluation device on the track side.